

**LA 12 / TX 12 SABINE RIVER BRIDGE
OPEN HOUSE PUBLIC MEETING
July 31, 2018**



**LA 12 / TX 12 SABINE RIVER BRIDGE
LADOTD STATE PROJECT NO. H.000425
FEDERAL AID PROJECT NO. H000425
CALCASIEU PARISH, LA / NEWTON COUNTY, TX**

DEWEYVILLE HIGH SCHOOL

171 TX-12

ORANGE, TX 77632

JULY 31, 2018

4:00 – 7:00 P.M.

Thank you for attending this Open House Public Meeting for the LA 12 / TX 12 Sabine River Bridge project located in Calcasieu Parish, Louisiana and Newton County, Texas. The meeting is being held by the Louisiana Department of Transportation and Development (LADOTD), in cooperation with the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT).

In this handout you will find information about the proposed project, including a preliminary project description and project location map (Figure 1).

Project team members are stationed throughout the room to discuss the project and answer your questions. Please take this opportunity to discuss the project with team members. There will be no formal presentation.

As you enter the room, you will see five stations:

Station 1: Sign-in Table

At this station, there are sign-in sheets for General Public, Elected and Other Officials, Agency Personnel, and News Media. Please sign in on the appropriate sheet.

Station 2: Exhibits

This station will consist of a series of maps that illustrate the proposed build alternatives

including widening, a couplet bridge, and bridge replacement.

Station 3: Continuous PowerPoint Presentation

This short presentation will explain the environmental process and provide an overview of the proposed bridge project. The presentation lasts approximately 15 minutes and will re-start automatically after a one-minute intermission. The PowerPoint presentation and the exhibits shown tonight will be available on the LADOTD website at http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Environmental/ in the project folder.

Station 4: Real Estate

At this station, the DOTD Brochure explaining the Acquisition of Right of Way is available and a DOTD Real Estate representatives from both TxDOT and LADOTD will be present to explain right of way acquisition procedures.

Station 5: Comment Table

At this station, comments can be made verbally or in writing. A tape recorder is available at this table for verbal comments. The last page of this handout is a comment form that you may use. Comments can be turned in during this meeting or mailed to the address on the back of the form. Additional comment forms are also available to be taken with you. **Please note that comments mailed after this meeting must be postmarked no later than August 15, 2018 to be included as part of the meeting transcript.**

Section 106 of the National Historic Preservation Act (NHPA) calls for the Federal Highway Administration (FHWA), in consultation with the Louisiana and Texas State Historic Preservation Officers, to identify consulting parties and invite them to participate in the Section 106 process for the proposed project. This consultation is being initiated to identify and assess effects on properties that are listed or may be eligible for listing on the National Register of Historic Places (NRHP) that may be impacted by the proposed project, including the LA 12 / TX 12 Sabine River Bridge, listed on the NRHP.

A sign-up sheet will be available at Station 5 to request to be a Section 106 Consulting Party for this project. To request to be a consulting party for this project by mail, please send a written request to LADOTD, Environmental Engineer Administrator, P.O. Box 94245, Baton Rouge, LA 70804-9245 or email to kreg.ellzey@la.gov. **Please include your reasons for requesting to be a Section 106 consulting party. Any written requests to be a consulting party after tonight's meeting would be appreciated by August 15, 2018.**

We hope you will take advantage of this opportunity to provide input on the proposed LA 12 / TX 12 Bridge project. Thank you for attending this meeting and for providing your input.

PROPOSED PROJECT DESCRIPTION

The Louisiana Department of Transportation and Development (LADOTD) (lead state agency), in cooperation with the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT), is proposing improvements to the existing Louisiana Highway 12 (LA 12) and Texas Highway 12 (TX 12) Sabine River Bridge located between Deweyville, Texas (Newton County) and Starks, Louisiana (Calcasieu Parish) at the Texas/Louisiana state line.

Dependent on the alternative, a detour bridge and temporary traffic control devices are anticipated for this project.

The bridge is listed in the National Register of Historic Places (NRHP) under Criteria A and C. It is anticipated that wetland resources will be impacted by the proposed project.

It is anticipated that this project will be environmentally processed as a Categorical Exclusion.

An additional public meeting for this project is anticipated at a future date.

PURPOSE AND NEED

The preliminary purpose of the project is to provide a structurally sound river crossing that improves the functionality of and vehicular mobility on the structure carrying LA 12 / TX 12 over the Sabine River in Calcasieu Parish/Newton County.

The Sabine River Bridge, a center pivot swing span bridge, was constructed in 1938. The bridge was built during the Depression using federal relief funds and as part of a joint program between the Texas Highway Department and Louisiana Highway Commission to construct bi-state bridges across the Sabine River. In 2011, the bridge was listed in the National Register of Historic Places (NRHP), by nomination of the Texas Historical Commission, under the name Deweyville-Starks Swing Bridge. The bridge was listed under NRHP Criteria A and C. Criterion A eligibility is satisfied in the area of transportation at the local level of significance for its association with the Evangeline Highway and the Good Roads Movement. Criterion C eligibility is satisfied at the state level of significance for being one of three remaining highway swing bridges that are fifty years old or older in Texas and is the oldest extant moveable span highway bridge in Texas.

In terms of connectivity, the Bridge provides the only regional bridge crossing of the Sabine River for approximately 50 miles upstream and 20 miles downstream. Additionally, the existing bridge requires geometric and functional improvements because the bridge has a 24-foot clear roadway width, while the roadways on both the Texas and Louisiana sides of the structure have 12-foot-wide travel lanes with 12 foot and 8-foot-wide shoulders, respectively.

BUILD ALTERNATIVES CURRENTLY PROPOSED

Five (5) build alternatives and one (1) no build alternative from the Feasibility Study prepared by LADOTD dated January 2017 are currently being considered:

Alternative 1 Bridge Rehabilitation/Widening by 4 feet is 0.416 miles in total length and begins just west of the Sabine River Relief Bridge and terminates approximately 700 feet east of the existing Sabine River Bridge. A majority of the roadway within the construction limits would remain with minimal overlay necessary to tie into the proposed crossing improvements. The approach to the Sabine River Bridge maintains the existing LA 12 vertical grade of 2.53% west of the bridge and -2.00% east of the bridge.

The proposed bridge would provide two 12-foot wide travel lanes and 2-foot wide outside shoulders increasing the clear roadway width from 24 feet to 28 feet. A detour bridge would be provided to maintain traffic during construction. The existing profile of the bridge is maintained. Crossing improvements in this alternative include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail. Alternative 1 represents the minimal effort necessary to reuse the bridge and would require exceptions to the design guidelines due to inadequate shoulders on the bridge. Due to this, Alternative 1 does not fulfill all of the project's preliminary need to address the geometric deficiency of the existing structure.

Alternative 2 Bridge Rehabilitation/Widening by 16 feet is 0.568 miles in total length and begins just west of the Sabine River Relief Bridge and terminates approximately 1600 feet east of the existing Sabine River Bridge. A majority of the roadway within the construction limits would be milled and overlaid with minimal widening to achieve a 5-foot centerline shift to tie into the widened structure. A design exception would be needed for the two short curves needed for the shift between the Texas Bridge and the Sabine River Bridge. The approach to the Sabine River Bridge maintains the existing LA 12 vertical grade of 2.53% west of the bridge and -2.00% east of the bridge.

The proposed bridge would provide two 12-foot wide travel lanes and 8-foot wide outside shoulders increasing the clear roadway width from 24 feet to 40 feet. A detour bridge would be provided to maintain traffic. The existing vertical grades of the bridge are maintained. Crossing improvements in this alternative would include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail. The bridge would be widened to the north to avoid impacts to the Deweyville Boat Launch.

Alternative 3 Couplet with construction of an adjacent new bridge is 1.326 miles in total length and begins just west of County Road 4156 (old Texas 87) and TX 272 and terminates approximately 2100 feet east of the existing Sabine River Bridge. The proposed roadway would

be a two-lane divided roadway with two 12-foot wide travel lanes, 8-foot wide outside shoulders and 4-foot wide inside shoulders, 42-foot wide median, and open ditch drainage. The existing LA 12 would be converted to one-way eastbound traffic only. The new 42-foot median and the westbound roadway would be constructed at full depth north of the existing roadway.

Full access median openings would be provided at minor intersections to maintain access along LA 12. Drivers will be able to make U-turns at these median openings in order to access businesses and residences along TX 12. Minor roads where full access median openings are provided would be realigned to minimize skew at the intersection and provide a perpendicular connection at LA 12 in accordance with LADOTD local road (RL-1) design guidelines. A majority of the roadway in the eastbound direction would be mill and overlay. The eastbound approach to the Sabine River Bridge would maintain the existing LA 12 vertical grade of 2.53% west of the bridge and -2.00% east of the bridge. The new westbound approach would provide a vertical grade of 2.06% west of the new bridge and -2.81% east of the new bridge.

A proposed one-way bridge would be constructed parallel and to the north of the existing bridge to form a couplet and accommodate the westbound traffic. The proposed bridge would provide a 12-foot wide travel lane, 12-foot wide outside shoulder, 4-foot wide inside shoulder, and steel crash rated rail. The proposed bridge features a finished grade elevation of 36.5 feet. Crossing improvements in this alternative include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail. Additionally, Alternative 3 requires the addition of a parallel bridge structure at the Sabine River Relief Canal on the Texas side. Traffic would be switched from the existing structure to the new structure during the rehabilitation of the swing bridge.

The existing bridge would be rehabilitated and converted to one-way eastbound traffic only and provide a 12-foot wide travel lane, 12-foot wide outside shoulder, and 4-foot wide inside shoulder increasing the clear roadway width from 24 feet to 28 feet. Crossing improvements in this alternative include replacing the approach slab, guardrail, approach spans, main span deck, and bridge rail. Additionally, Alternative 3 requires the construction of a parallel bridge structure at the Sabine River Relief Canal in Texas. The existing profile of the bridge would be maintained.

Alternative 4 Bridge Replacement is 0.391 miles in total length and begins just west of the Sabine River Relief Bridge and terminates approximately 1100 feet east of the existing Sabine River Bridge. The proposed roadway is a two-lane undivided roadway with 12-foot wide travel lanes, 8-foot wide shoulders, and open ditch drainage. A majority of the roadway within the construction limits would remain and would be milled and overlaid. Near the bridge, full depth construction will be utilized for approach slab replacement and to raise the finished grade to the necessary elevation for the main span bridge replacement. The approach to the Sabine

River Bridge does not maintain the existing grade of LA 12, featuring a 3.5% grade on the Texas side and a 3% grade on the Louisiana side. A detour bridge would be provided to maintain traffic during construction. The existing bridge would be removed and the proposed structure would be constructed on the same alignment.

Alternative 5 Construct bridge on new alignment proposes to provide a new bridge to tie in to LA 12 / TX 12 with new curvature and parallel to the north of the existing Sabine River Bridge that would no longer be used for vehicular traffic. The existing bridge could remain in place by transfer to another entity for alternative use.



Figure 1: Project Location Map

FOLD
HERE

PLACE
STAMP
HERE

Louisiana Department of Transportation and
Development
Environmental Engineering Administrator, Sec. 28
P.O. Box 94245
Baton Rouge, LA 70804-9245